2. As regards irrigation, it is not easy to pronounce a definite opinion upon it straightaway. As to whether the Pechipara dam can be raised to provide a larger reservoir from which further water-supply could be drawn, it is a matter which the engineering authorities have still to work out very carefully in detail. Till that is done, it will be impossible to make any pronouncement upon it.

3. In regard to communications, I do not know that South Travancore needs many more communications. It is admittedly in a much better condition than other parts. These points will be considered after the greater and more pressing needs of other tracts have been met and as funds become available.

4. You have very carefully listed the subjects of local requirements and you may rest assured that each and every one of them will receive very careful attention from the departments concerned and will, when they come up before the Government in due course, be considered.

96. Needs of the Kalkulam taluk.

MR. KANAKKU SIVATANU PILLAI SUBRAHMANYA PILLAI (*Member, Kalkulam taluk, Group II*) represented that the construction of a dam across the Mampazhatanayar near the 16th mile of the P. P. Channel would serve not only to irrigate 1000 acres of *manamari* lands and enable the conversion into wet lands of 2,000 acres, but also prevent, on the one hand, damage to crops near the Mampazhatanayar by floods and on the other, the loss to ryots owning lands near the tail end of the channel arising from scarcity of water. The proposal would also render possible the scheme for water supply to Nagercoil, as suggested by the investigating officer who found that with the dam it would be possible to store water in a reservoir fifty acres in extent and take water to Nagercoil through a channel 40 ft. above the bed level of the dam. Mr. Horsley had orginally proposed the construction of supplemental reservoirs as suggested. The lands at the tail ends of the Irattakkara channel at Muttam, Rajakkamangalam, Azhakanvila and Santapuram would then no longer suffer from scarcity of water, and it would be possible to convert dry lands into wet and recoup the expenditure by levying water-cess.

The repairing, widening and maintenance of the P. P. Channel banks as cart-roads would be useful to the agriculturists for transport of manure.

The Eraniel-Muttam road, Villukiri-Tiruvitamkod road, Tiruvitamkod-Amaravati road, Monday market-Talakulam road and the Villukiri-Rajakkamangalam road should be widened, improved and metalled. The wheeled traffic on these roads was considerable as they converged to the Monday market. The extension of the Monday market-Talakulam road so as to meet the Eraniel-Muttam road, which required the acquisition of land for a length of only about two furlongs, the rest being *poramboke*, should be taken up as early as possible.

The receipts from the toll gate at Kuzhutturai had risen from Rs. 14,000 in 1095 to Rs. 45,000 in 1100, and the Government had now almost recouped the cost of the bridge. The further continuance of the toll gate for defraying the cost of maintenance of the Main Southern Road was unjust as it should be met from the general revenues. The motor car and the bullock cart had each to pay toll; the rate for the former was oppressive and should be modified so that one payment would be operative for 24 hours instead of one trip.

Special agricultural loans should be granted to the agriculturists owning lands on either side of the Valliyar and the Puttanar who suffered heavy damages during the floods of 1101. The allotment for the purpose earmarked for South Travancore should be used entirely for distribution in the Kalkulam taluk where the damage caused was almost as severe as that in 1099.

Mistakes committed at the revenue settlement were numerous and parties were in several cases obliged to seek their remedy in courts of law. There was considerable delay in the issue of *pattas*. Applications for the grant of *patta* had been pending for nineteen years. This delay caused incalculable hardship to the holders who were obliged to pay down at once the arrears of assessment for all the past years. The complaints in regard to Land Records Maintenance work revealed the

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necessity for a re-survey and re-settlement. A Settlement Bills hould be introduced into the Legislative Council. A special officer for the detection and correction of settlement mistakes, etc., should also be appointed.

Motor traffic was rapidly on the increase, and irregularities crept in, in spite of the vigilance of the Police Commissioner, who was unfortunately unable to devote adequate time to this work. A committee of officials and non-officials with the Commissioner of Police as the president should be appointed to look into the matter and propose remedies. Traffic control should be separately organised and placed with the Traffic Inspector. There was at present duality of control. The Public Works Department prescribed the speed and the Police enforced it. The speed was fixed arbitrarily and without reference either to the strength of the motor engine or its the horse power. The absence of any uniformity in the fares charged was another anomaly. The testing fee of Rs. 15 was too high, as the work was done by the officers of the P. W. D.; equaly high and unjust was the registration fee of Rs. 16, particularly as the same car had to be re-registered on change of ownership. Re-registration need not be demanded unless the pattern of the car was materially changed. There was besides the high license and testing fee of Rs. 9—8 as. per driver. These numerous exactions and the tolls together adversely affected the business.

DEWAN'S REPLY: Mr. Subrahmanya Pillai, the proposal for the construction of a storage dam in Mampazhathanayar near the 16th mile of the P. P. Channel is a very long-standing one, and various engineering officers hold diverse views on the subject. Also, the revenue that may flow from it is a very problematical speculation. After having viewed the matter from all sides, as long ago as 1916, the Government ordered that the proposal might be abandoned as not being within the range of practical politics. Then you spoke of the conversion of channel banks into cart roads. These channel banks cannot be made into metalled roads without causing serious damage to or even endangering the channels. And as water channels are the main or primary purpose and as they are more important than roads, it is not possible to do anything which will prejudice the service of the channels.

2. Then you also took up the question of certain roads particularly in relation to the maintenance or widening the roads in Eraniel, Talakulam, Muttam, Villukiri and Tiruvitankod. The Chief Engineer says that he will take steps to see that these roads are maintained better. I do not think it is possible to widen all these roads without spending a great deal of money.

3. The question of extension of the Monday market-Thalakulam road is now under correspondence.

4. Then we come to the question of the Kuzhittura toll gate. You pointed out that toll collections have been rapidly increasing during the last seven years from Rs. 14,000 to Rs. 45,000. As a matter of fact, I may tell you it has gone up to near half a lakh in this year. The measure of rapid increase in the toll realisations on a particular road is the measure of the amount of traffic that passes over that road. Traffic is very heavy, I may tell you, on the M. S. Road and it is an excellently maintained road. As you say, it is the duty of the Government to maintain such roads from the general revenues. I quite agree with you. I can assure you that it is being maintained out of general revenues, for toll collections are incorporated in the general revenues.

MEMBER: Toll rates are very exorbitant.

DEWAN: They are not. But your suggestion that one collection should hold good for 24 hours will be taken up for consideration as also various other proposals regarding agriculture and revenue.

5. Your suggestion that a committee of officials and non-officials should take over the control of the motor traffic is, I am afraid, hardly feasible. Every point will be discussed and debated. But I do not think that you get any further good than what one officer could do in this matter. I think the traffic control is safe and may very well be left to the Commissioner of Police. He has under consideration certain subsidiary arrangements for the more effective control of motor traffic. I do not think it will be possible for the Government to impose a uniform rate of fares

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on motor vehicles. Motor vehicles are run on commercial lines and the owners must regulate their fares in accordance with what it costs them and in accordance with what profits them. That is not a matter in which the Government can or should interfere.

MEMBER : What about the appointment of a revenue special officer?

DEWAN : I will have that closely associated with re-settlement upon which you also touched. The question of re-survey and re-settlement will be taken up for examination and careful consideration shortly.

97. Needs of the Padmanabhapuram Municipality.

MR. P. V. PADMANABHA PILLAI (*Member, Municipal Council, Padmanabhapuram*) represented that Padmanabhapuram was once the capital of the State and was formerly the seat of several important public offices. One by one, the offices have been removed elsewhere; and the abolition of the Padmanabhapuram Division removed the Peishkar's headquarters also from there. The Taluk Cutcherry, the Sanketam Cutcherry and the Sub-registrar's office at least should be transferred to Padmanabhapuram. If the Additional Munsiff's court at Tuckalai was removed to the fort, some saving in rent could be effected. As a result of representations made at the nineteenth session, the Taluk and Sanketam Cutcherries were sanctioned to be housed in the fort in the extensive (old) Division Cutcherry buildings. But though an estimate for the construction of a strong room for the treasury had also been sanctioned, nothing had yet been done.

The congested areas of Kumarakoil, Keralapuram and Tiruvitankod should also be included within the Padmanabhapuram Municipal limits in the interests of public health. Huge crowds resorted to the former place every Friday, and the temple premises and tank were not kept in a sanitary condition. Tiruvitankod, a busy commercial and manufacturing centre, did not possess adequate sanitary arrangements.

The *poramboke* lands in the town should be transferred to the Municipality for being used to the best advantage of the public. The present arrangement led to delays and the transfer would enable the Municipality to enhance its revenue by the lease of the avenue trees, etc.

The roads, *satrams*, and T. B.'s should be handed over to the Council together with the full allotment for their maintenance. Better sanitary arrangements could then be made. If the present grant for their maintenance was without limit of time given to the municipality, the sanitary condition of the roads could also be improved, the municipality meeting the necessary excess expenditure.

The financial condition of the Municipality was unsatisfactory, the receipts being inadequate to meet the increasing expenditure. The annual closing balance of the Municipality would indicate the gloomy condition of its finances.

DEWANS' REPLY: Mr. Padmanabha Pillai, yow know the question of the extension of the town of Padmanabhapuram, or rather the inclusion, within the Municipal limits of Padmanabhapuram, of Tiruvitankod, Kumarakoil and Keralapuram, has been considered in the past by the Government. The local officers hold that Tiruvitankod which is separated from Padmanabhapuram by some paddy fields is a village occupied mainly by poor Mahomedans who do not desire to come within the town of Padmanabhapuram and under the control of the Municipality. Similarly, Kumarakoil and Keralapuram are at some little distance away from the Municipality, and it is difficult to see what useful purpose will be served by bringing them within the Municipal area. It will only increase the burden and responsibility of the Municipality. Nevertheless, since you have raised the point, it will again be subjected to careful examination.

2. Then you have proposed the shifting of certain public offices to Padmanabhapuram. I am afraid it is not possible for the Government to comply with your request there. However strong your sentiment may be to restore the departed glories of Padmanabhapuram, offices will have to remain where the work lies; where the need lies and not where historical associations would suggest or local patriotism dictates.

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